

A CAREER

VF

Ref. Camp
DEPOSITORY LIBRARY MATERIAL

3 1761 11648943 6

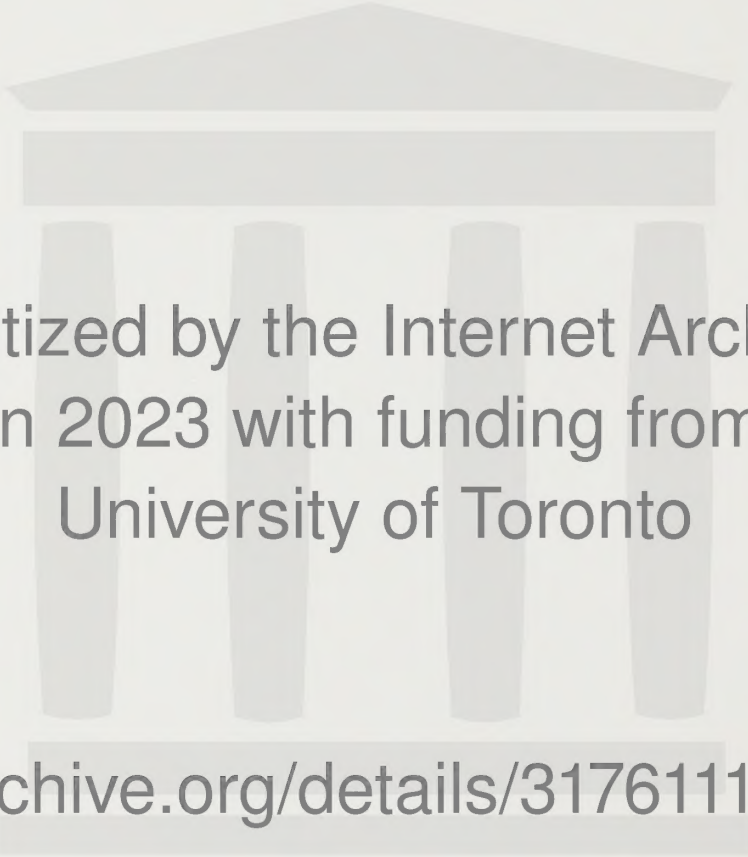
41
29
2001

an air traffic control

WINNIPEG INTERNATIONAL AIRPORT

DEPARTMENT OF TRANSPORT • CANADA





Digitized by the Internet Archive
in 2023 with funding from
University of Toronto

<https://archive.org/details/31761116489436>

the department of transport
air services branch
air traffic control division

offers you

a challenging career in
air traffic control

Aviation today is a major factor in Canada's national economy; indeed, in the economy of the entire 20th century world. Already in the Jet Age and moving swiftly onward to new achievements, aviation offers Canadian youth ever-expanding career opportunities, among the most important of which are those in the air traffic control operations of the Department of Transport.

The department is looking for physically fit young people with ambition and an eye to future advancement in this interesting and challenging field of aviation. It is doing more than that. It is offering qualified young persons an excellent earn-while-you-learn career opportunity.

Those who successfully complete the training are well on their way in a sphere of activity that will move ahead with the times. They go right to work in air traffic control jobs that provide attractive pay and other Civil Service benefits.



This booklet offers you the facts concerning both the training opportunities and the career aspects of air traffic control.

An office with a view!



a look at air traffic control

The average visitor to an airport gives little thought to the vast and intricate organization that is responsible for the safe and orderly movement of the traffic.

Air traffic control in Canada dates back to 1938, when the Department of Transport established a control tower at St. Hubert, Que., just outside Montreal. The tower proved a success and this system of control was broadened during the years that followed, to include other airports.

In 1941 the service was expanded to include the control, not only of aircraft flying under Visual Flight Rules in which the pilot can see the ground and thus navigate, but also those operating under Instrument Flight Rules. The latter aircraft are

guided by their navigational instruments.

The new control responsibilities resulted in the establishment at Malton Airport, now Toronto International airport, of the first air traffic control centre in Canada. From that small beginning has grown the present extensive Canadian air traffic control system, with its network of control towers, terminal control units and control centres.

Some idea of the growth of the Department of Transport's air traffic control organization can be gained from comparing the 1938 "staff" of one man at St. Hubert with the present staff, which numbers more than 1,000 and continues to expand.

five categories of controllers

Air traffic controllers are divided into five distinct categories. Here's how they operate:

GROUND CONTROLLER — responsible for the control, by use of two-way radio communication, of aircraft and vehicles (service trucks, construction equipment, snow removal equipment), operating on the airport.

AIRPORT CONTROLLER — responsible for the safe and orderly flow of all types of aircraft that are landing, taking off, or operating within a specified area, usually a five-mile radius, of an airport. The ground controller and airport controller are the people you see in the tower at the airport.



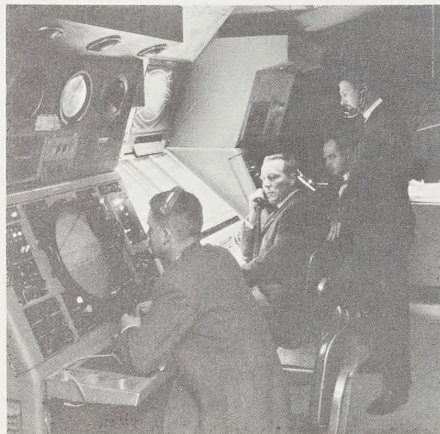
Airport control tower team at work.

TERMINAL CONTROLLER – expedites movement of arriving and departing aircraft by the use of radar. The area involved is approximately a 30-mile radius of the airport.

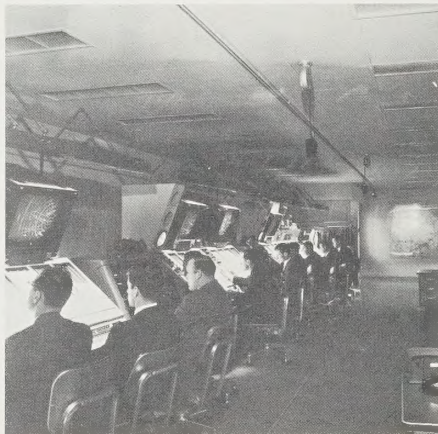
AREA CONTROLLER – provides separation to aircraft operating between airports, so they are always at a safe distance from each other.

PRECISION APPROACH RADAR CONTROLLER – special radar equipment provides highly accurate and detailed information on the position of an aircraft on its final approach to the runway. The controller relays this information to the pilot, who particularly needs such information at times when his visibility may be reduced by weather or other factors.

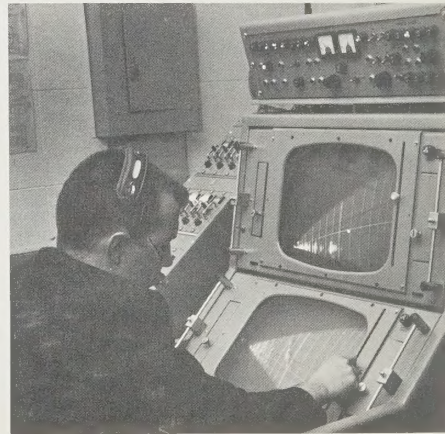
Electronic "eyes" assist terminal controllers.



Area controllers providing service to long-distance flights.



Precision "talk-down".



who can qualify for air traffic control training?

The Department of Transport Air Traffic Control training course is open to qualified persons between the ages of 18 and 30 years. For candidates with previous air traffic control experience, the age limit may be extended to 35 years.

They must have secondary or technical school graduation.

They must be in satisfactory physical condition and pass a physical examination. Good eyesight and hearing are essential.

They must be personally suitable for the type of employment in which they will be engaged as air traffic controllers.

They must have good enunciation, this being of importance in radio communication which will be a part of their work.

Preference will be given to candidates who have had previous aviation experience.

other important factors the applicant should consider

The candidate who passes the department's examinations following his course of training has proven himself to be a person of high capabilities. An air traffic controller is of necessity endowed with qualities of judgment and decision, of quick observation and precise action. The burden of responsibility that rests upon him is heavy and his prestige, in the world of aviation, is high.

The performance that is expected of him is of top calibre, but so is the satisfaction he experiences in the performance of his exacting duties.

Controllers cannot be licensed prior to their 19th birthday, but the department accepts candidates for training at 18 years of age because they will have reached the required age limit by the time they are in a control position. Personal qualities, as well as scholastic standing, are kept carefully under review during a candidate's period of training at the Air Services School.

The secondary or technical school graduate who is interested in becoming an air traffic controller, but who is too young to apply for an air traffic control course, is well advised to seek interim employment in some field of aviation. If he can take flying training, or if he can qualify as an air traffic control assistant, it will be particularly helpful.

Successful candidates will be assigned to duty in locations to meet the needs of the service. Since most airports work on a round-the-clock basis, air traffic controllers work in shifts.

what is the training program offered by the department ?

Successful candidates are given 20 weeks of initial training at the well-equipped Department of Transport Air Services School at Ottawa. This training is a combination of theory and simulated operational training, and includes subjects related to a candidate's future responsibilities as a controller.

The student controller must be prepared to apply himself unstintingly to his training and will have the benefit of modern training equipment and highly qualified instructors. Because of the importance of his place in aviation, the standards he must meet are of necessity at a high level.

The passing mark in all subjects he studies at the Air Services School is 70 per cent.



Student controllers learn basics of non-radar control.

benefits of employment in air traffic control

- \$250.00 per month while attending the Air Services School.
- Travelling expenses from home to the Air Services School, Ottawa in excess of \$30.00.
- Free tuition and text books.
- Full travelling expenses to location of employment on graduation from the Air Services School.
- \$377.00 per month during practical tower training of up to four months.
- Approximately \$405.00 per month on completion of practical training as an Air Traffic Controller 1.
- Leave with pay, sick benefits, etc., applicable to employees of the Government of Canada.

salary ranges

\$405 to \$485 per month as Grade 1 Controller

\$451 to \$536 per month as Grade 2 Controller

\$495 to \$609 per month as Grade 3 Controller

\$553 to \$695 per month as Grade 4 Controller

\$667 to \$794 per month as Grade 5 Controller

These rates of pay are continually under review and are subject to revision.

how far can I go in air traffic control ?

An air traffic controller, gaining experience and proving his capability for higher positions, can advance beyond the grades already outlined. In time he can be promoted to rank of shift supervisor or chief of an air traffic control unit. He can move upward to positions of broader responsibility at the Regional and Headquarters levels.

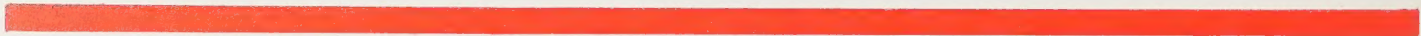
how do I apply for air traffic control training?

Vacancies are advertised in major newspapers and on posters displayed in post offices and other government buildings. If you are not in a position to refer to these easily, write to the nearest office of the Civil Service Commission, or to the Civil Service Commission head offices in Ottawa. You can also apply by writing to the Personnel Officer, Air Services, Department of Transport, in Moncton, N.B.; Montreal, Que.; Toronto, Ont.; Winnipeg, Man.; Edmonton, Alta; or Vancouver, B.C., or to the Chief Personnel Officer, Air

Services, Department of Transport, Ottawa.

It is to your advantage to explain in detail, on your application, both as to education and to other experience or training you may have that would have a bearing on the employment you are seeking.

The foregoing facts have given you a fairly comprehensive picture of the work of the air traffic controller. If you are career-minded, there's a place in that picture for you. Send in your application today.



Produced by the Information Services Division, Department of Transport,
under the authority of the Minister, Hon. J.W. Pickersgill
Roger Duhamel, F.R.S.C., Queen's Printer and Controller of Stationery, Ottawa, 1966

Cat. No.: T22-1466